

## **REQUEST FOR PROPOSAL NO. 03-039**

### **REGIONAL SCREENLINE TRAFFIC COUNT PROGRAM**

#### **Pre-Bid Meeting Questions and Answers**

April 22, 2003, 10:00 am – 11:00 am  
Conference Room Riverside A

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Below is a summary of the questions asked and responses to those questions. Questions are not necessarily stated in the order asked.

#### **Questions and Answers.**

***Q1. What is ultimate goal in terms of being able to predict what the [existing] traffic flow will be ? Over what time period, degree of accuracy, breakdown of vehicles for a particular cut point?***

The goal is to develop a good reliable traffic count database to be used for validating the SCAG regional travel demand model outputs and jointly the MTA's county wide travel demand model. Generally, the two models are validated every three years. One of the observed data sources would be traffic counts. The objective is to reach the goal by developing a statistically sound (to be determined) methodology for creating the traffic counts database. The database will consist of passenger vehicles, trucks, and buses. In addition, vehicle occupancy data will be needed to help in the validation of the mode split models.

***Q2. Do you expect as part of this project to change location(s) of the screen lines?***

No. The alignment of the screen line locations has not changed since the 1984 model validation when there were 11 screen lines. In 1997, there were 13 screen lines. In the 2000 model validation the number of screen lines were increased to 16. For this study there is a total of 18 screen lines. In 1997, the highway networks were refined using the Thomas Brothers map as the base and added significant more links, thereby adding more screen line count locations.

***Q3. Are the "new" screen lines fixed?***

Yes. Refer to response given to Q2.

***Q4. Will the counts be provided?***

No. Traffic counts will be either estimated based on the designed methodology or counted at the location for the year 2003.

***Q5. Will a list for the new screen lines be provided?***

No. However SCAG provided attendees at the Pre-Bid Conference with a copy of the input data (2000 counts) for the Screen line program for the 2000 Model Validation program. Eleven of the new screen line locations (SL 2- SL12) are the same as the 2000 screen line locations, SL 1 is the same, except with a slight extension to the west. SL 13 is the same, except shortened on the east (leave out Big Bear area). SL 14 is almost same. SL 15 is similar to 2000's screen line 16. SL 16 and SL 17 are new. SL 18 is similar to 2000's screen line 15. A map showing the 2000 Model Validation screen line locations can be found in Chapter 8, page 7 on SCAG's website:

[www.scag.ca.gov/modeling/2000mv.htm](http://www.scag.ca.gov/modeling/2000mv.htm)

For those who did not attend the Pre-Bid Conference and would like a copy of the 2000 validation counts, send an email to: [iwai@scag.ca.gov](mailto:iwai@scag.ca.gov)

***Q6. Will SCAG provide the screen line locations?***

Figure 1. in the Scope of Work provides a general location of the screen lines. For a more detailed map, SCAG will put a modified Thomas Brothers map with the 2000 highway network and screen line locations overlaid to the Thomas Brothers map. The map will be on SCAG's website: [www.scag.ca.gov](http://www.scag.ca.gov) under RFP No.03-039, Maps. <http://mapsvr.scag.ca.gov/screenlines/>

A map of the Regional Screen line Locations show the 18 screen lines. Click on any screen line to get more details.

***Q7. Do you expect any recommendations on the current validation process?***

No.

***Q8. Will we have historical data from SCAG?***

SCAG can provide any observed count data used in previous model validation projects.

***Q9. Why is there a difference on freeway count locations & occupancy count locations?***

Refer to Addendum #2, revision numbers 2 and 5.

***Q10. In previous [SCAG] Truck Count Study, were commercial vehicles included?***

Yes. Any vehicle weighing more than 8,500 GVW (Air Resource Board's definition of a heavy duty truck) or any truck with 2 axles and 6 tires (Caltrans' truck counted by axle groups). Commercial vehicles less than the above definitions were assumed to in either the light duty vehicle or medium duty vehicle category.

***Q11. Will the Thomas Brothers map that you provide indicate Functional Classification?***

No.

***Q12: Is the Consultant to assume fees for permits for the count process? (Typically the fees are waived if the Consultant goes through SCAG to obtain permits from Caltrans).***

The Encroachment Permits Manual published by Caltrans, states the following:  
A permit must be issued to the owner of the encroachment. When encroachment work is performed by someone other than the owner, the contractor also may be required by the district to obtain a permit for the work. This practice is called double permitting and is required to recover inspection charges when the original permit requester is a public corporation having its work performed by contract. *For additional information, contact the permit department at (213) 897-3631.*

**Announcement.**

An announcement was made at the Pre-Bid Conference that The Final Evaluation Report of the LA County HOV System report can be accessed on MTAs web site:  
[www.mta.net/trans\\_planning/cpd/hov](http://www.mta.net/trans_planning/cpd/hov) under What's new.